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≡ TORQUE TUBE ≡

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XII • NUMBER 5 • MAY / JUNE • 1994

BUICK
1937  1938

TORQUE TUBE

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The 9th Cylinder

If you haven't already made your reservations for the 1994 Eastern Meet and Tour August 18-19-20, please do so now. I've reprinted the tour information and registration sheet (on page 5). **Steve and Pat King** (#776) are working hard to make this a memorable tour through the hills and hollers of beautiful Brown County, Indiana. The Salt Creek Inn in Nashville, Indiana (not Tennessee) will be your home away from home. It's 50 miles south of Indianapolis, 18 miles west of Columbus and 90 miles north of Louisville. Just take State Route 46 and exit west off of I-65.

It looks like there will not be a Western Meet and Tour this year. However **Karren Schaffer** (#622) suggests having the 1995 Meet & Tour in the Monterey/Carmel, California area. I think this is a great idea. My wife and I just returned from five days in Carmel, Pebble Beach and Point Lobos. It is one of the most beautiful areas in the world. Point Lobos State Park has the most beautiful beach I've ever seen plus lots of rugged coastline. We even saw a mother whale with her baby cruising just off the coast.

Saul and Taffy Hoffman (#666) have offered to host a barbecue at their lovely home surrounded by tall redwood trees in the Santa Cruz mountains. Saul promises to show

us his new six car garage where he keeps his 1938 Buick Business Coupe and his other cars. Saul and Taffy live about an hour's drive from Monterey. I've been to a barbecue at the Hoffman's and I know it will be one of the highlights of the meet!

The D.C. Metro Chapter will have their 19th annual All Buick show on Saturday, August 13 at the Holiday Inn, 4095 Powder Mill Road in Calverton, Maryland. Call **Andy Diem** (#852) at (202) 364-8115 for more information.

The BCA Golden West Region Meet will be held at the Crown Plaza Resort hotel in Buellton, CA. September 8-11. Call (805) 688-1000 to make reservations. Buellton is just north of Santa Barbara and next to the quaint Danish town of Solvang. Solvang, which means "sunny field" in Danish was founded at the turn of the century and settled by Danes. All the buildings are in Danish style architecture.

One new member said he did not receive his 1937-1938 Buick Club membership card. This is because we don't have one. All new members names, addresses, club number and the type of 1937 or 1938 Buick they own is published in the New Members section of the **Torque Tube**. Your club number is also on your mailing label. So if you're receiving a copy of the **Torque Tube**, you're a member.

Then once a year we publish the Club



FOUNDED IN 1980 BY DAVE LEWIS



Roster of all members and the 1937 or 1938 Buicks they own. So if you make any changes to the cars you own, please let me know so I can update your file. Then we'll have the correct information on you when we print the next club roster in early 1995.

Congratulations to **Randy Dozier** (#561) for the very nice four page article on his 1937 Special Convertible coupe that appeared in the April issue of Buick Oldsmobile Pontiac Collector's Guide. It was titled: "**Ladies' Choice, Isn't this the Sexiest Buick of the 1930s?**"

Dale Crist (#840) was wondering if there is enough interest in producing memo pads with the club logo or maybe a letterhead showing both a 1937 and 1938 Buick. **Bill Olson** (#427) had some memo pads printed up for his own use. I scanned the art deco styled **Torque Tube** used on the front cover into my computer and use this as my letterhead.

Carl Dahl (#868) has been searching for years for a '37 or '38 Century Sport Coupe. He didn't find one, but did find a 1937 Century 4 Door Sedan Model 61 with sidemounts for a very reasonable price. It needs a total restoration, so it'll probably be several years before we see Carl and his wife Judy cruising around in this car.

But it can be done as both **Lou Wildt** (#245) and **Art Benton** (#995) have restored sidemounted 37-61's. Photos of their Black Century Sedans have appeared here in recent issues.

The last issue of the **Torque Tube** had an article on side view mirrors made by Bernie DeWinter in Dayton, Ohio. He makes excellent die cast reproductions of the 4 1/2" diameter King Bee mirrors used by GM on their cars from 1937 to the mid '50's. The mirror, for closed cars, is clamped onto the driver's door while the



open car side view mirrors were screwed into two taped holes in the chromed area just in front of the wind wing. Bernie makes both kinds. Call him at (513) 298-1143 for price and availability.

One of our newest members is **Bill Wiseman** (#1059). He buys and sells antique cars. While at Hershey, PA. last year, his wife spotted a 1937 Buick Special convertible coupe for sale and told Bill. He bought it with the idea of reselling it but has decided instead to keep it. It had the original interior, top and rear window with the vertical bar in the center. Bill is getting

≡ TORQUE TUBE ≡

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Please send all articles, ads subscriptions and inquires, etc. to:

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a new top and will reuse the original window frame. He hopes to find some sidemounts to put on his car.

I am corresponding with Buick historian Terry Dunham, the co-author of "Buick-A Complete History". Hopefully we can work out an arrangement for him to write some articles for us. What articles about 1937 or 1938 Buicks would you like? I know **Charles Jekofsky** (#524) would like to read more about the experimental "Y Job", the futuristic car Buick built in 1938.

Several sharp eyed members spotted the 1938 Buick Limited posing as a Special in the ad on page 6 of the last issue. This was part of the article on the 1938 Four Door Trunk Back Sedan Model 41 entitled "Still Buick's Most Popular Model". The main give-away that it was a Limited was the chrome windshield trim and the larger sized windshield. I can't believe Buick would substitute a Limited touched up to look like a Special on a full page ad! (A/D - The time constraints with advertising deadlines sometimes made it necessary to "re-use" photos in the days when it was cheaper to re-touch than to re-shoot).

At the bottom of page 3 of the last issue is a photograph of a 1938 Century Two Door Trunk Back Sedan Model 68. The only one I know of belongs to Bill Horak of Cleveland, Ohio. Bill sent me a photo of his car and stated that it had the rare tinted glass option which I put in the photo caption. Several members have questioned me on this. I've looked through every piece of sales literature I have including the Salesman's Manual but can not find a tinted glass option. **Does anyone know whether tinted glass was really an option in 1937 or 1938?**

This reminds me to mention that if you think I've made an error in something printed in the **Torque Tube**, write and tell me and I'll make a correction in the next issue if I'm in error. I try to be accurate, but given the amount of material I go through for each issue an error or two is always possible. Thanks.

One rare 1938 option I did find in the literature was a trunk light or **Rear Compartment Light** as Buick called it. Here's how the Buick Salesman's Manual describes it.

"The special Buick rear compartment light is a sturdy metal-clad fixture which fastens to the inside of the rear

compartment lid. When the lid is raised an automatic switch turns on the light which illuminates the spare tire or luggage space".

The cost was \$1.25 and holes were provided in all 1938 trunk lids for this light except on coupes where Buick gave you a hole drilling template instead.



Larry Tindall (#892) has one on the trunk of his '38 Century Coupe. I've also seen this 2.5" (6 cm) round x 1.25" (3 cm) deep cad plated lamp on the inside trunk lid of a 1940 Buick. It was made by the John W. Hobbs Corp. of Springfield, IL. This is the home town of **Dave Lewis** (#237), the founder of the **1937-1938 Buick Club**.

Andy Diem (#852) sent me a copy of the February 28th Sotheby's Auction in Hendon, England. Lot 529 was a 1937 McLaughlin Buick Limousine Series 90 with original upholstery and trim and right hand drive. It has sidemounts, 1930's British style headlights, driving lights and mirrors on the fenders just behind the parking lights. It was estimated to be worth between ten and twelve thousand British pounds (\$15,000 to \$18,000), but did not sell.

Bob Ward (#114) sent me a copy of the July, 1937 General Motors Report to Stockholders. There was good news and bad news. The good news was that the first half of 1937 was characterized by a consumer demand for GM products in excess of the available supply. The bad news was the General Motors Strike, which involved the closing of several of the Corporation's key manufacturing plants. All divisions were affected, but Chevrolet was the hardest hit. Thanks Bob.

Jose Pardo (#558) sent me a copy of a letter he wrote to the Danbury Mint about the possibility of having them produce models of 1937 and 1938 Buicks. He enclosed Wayne Chan's

article on Miniature Buicks from the July/August, 1993 issue. Let's hope this gets results as many members have told me they would purchase a model if they were available.

Tony Weiss (#647) sent me an article on a subject many members want to know more about. That subject is Overdrives and the pros and cons of installing them in our Buicks. Look for it in the next issue. Thanks, Tony.

This May/June issue is the next to last one of our 1993-1994 publishing year. If your mailing label says "Expires '94" as most do, you'll need to renew in September to continue receiving the *Torque Tube*.

As of June 1st, our membership was 462, just about where it was at this time last year. Our printing and mailing costs are going up, so the subscription rate will have to go up a little also in September.

The Buick National Meet is coming up in early July in Atlanta. My wife and I are first flying to Charlotte, N.C. to visit an English friend I met in 1960 when I was training Royal Air Force maintenance personnel on an American air navigational system called TACAN (Tactical Air Navigation). We've corresponded since then and we'll finally meet again after thirty four years over the Fourth of July weekend.

Then my wife and I will drive to Atlanta. I'm hoping to say "hello" to old friends and meet all of our '37 & '38 club members who are there. Please introduce yourself. I'd like to meet you!

Jack Vance (#1053) of Tucson, AZ. owns a 1939 Buick Special Coupe Model 46. Over the years he has owned many cars, Corvettes, T-birds and even a '38 Special. Now Jack would like to own a '37 or '38 Buick again. So he and his wife flew out to the Bay Area to check on several '37 and '38's for sale. He ended up buying a 1937 Special Model 41 that belonged to Bob Simmons in Santa Cruz, CA. Jack just phoned to say how much fun he's having driving it around Tucson. Now he's looking for a '38 Buick to go with it.

Received a nice letter from **Dan McLaughlin** (#466) of Rogers City, Michigan who has two 1937 Specials. Dan starts his letter with:

"Your editorial about expanding the club to include all straight eights is of concern to me. I like all straight eights but to expand the club to include them will only diminish the significance of our club. As things now stand, I find every word in the Torque

Tube of interest to me and all technical information useful. All members have experiences that I can relate to. Now, if the club were expanded most information in the magazine would concern itself about cars much different than mine and the majority of technical articles and a large proportion of the parts offered in the ads would be of no particular help to me.

This doesn't mean I scorn others whose interests in Buicks is different than mine. The success of our club speaks for itself. Let those that have other, though somewhat similar interests, form their own special interest group."

Thanks for writing Dan.

Actually, very few members responded to the suggestion to expand the club and those few that did preferred not to change the present format.

One member suggested a 1936 to 1942 Club and another preferred a 1936 to 1940 Club as that represented Buick's Art Deco Styling period. Based on this low response and no one volunteering to be the Editor, I think we can safely say the club will stay as it is.

My daughter graduated from the University of San Diego at the end of May, so my wife and I traveled there for the ceremony. While in San Diego, I visited two of our members, **Joe Ambrose** (#985) and **Dwight Hylton** (#847).

Joe is a retired building contractor who spends nearly every day restoring cars. He is now working on three cars, a black side-mounted 1937 Limited, a 1929 Pontiac Roadster and 1932 Packard. He also restored a 1949 DeSoto Coupe and 1950 Chrysler convertible. Joe does most of the work including bodywork and painting in his home shop.

Dwight and his brother run a tree service company. He has two 1938 Specials which are not running at present. One is a Whistler gray coupe with the original paint and the other is a sedan repainted Titian Maroon. Both cars have after market metal windshield visors painted body color. Dwight is also working on a 1938 Plymouth coupe.

I enjoyed my visit with both men very much. Meeting other members via the telephone or in person is one of the best parts about being the Editor!



1994 EASTERN MEET AND TOUR AUGUST 18-19-20

By Steve King (#776)

Nature's beauty and natural serenity describes the hills and southern charm enjoyed by both man and wildlife in Brown County, Indiana. The rough hewn structures, the handicrafts, the natural pleasures, the sense of community, even the hospitality toward visitors has a quality from out of the past.

Nashville, Indiana is nestled in the hills of Brown County with over 300 specialty shops, antique stores, art galleries and unique eateries. The town of Nashville is located just 50 miles south of Indianapolis, 18 miles west of Columbus, and 90 miles north of Louisville. Just take State Route 46 exit west off of I-65.

We plan to tour the hills and hollers on Friday and Saturday with possible stops at a stone quarry, Columbus architectural tour and a local winery. We will return to Nashville by early afternoon so that you have time to shop and sightsee on your own.

Steve and Pat King plan to arrive Thursday afternoon August 18. Make your reservations by August 1 so maps and literature can be sent to you. Make your room reservations directly with the Salt Creek Inn (812) 988-1149.

Please mention the 1937-1938 Buick Club to receive your discount.

1937-38 Buick Club Eastern Meet Registration

Name _____ Spouse _____

Address _____ Phone () _____

City _____ State _____ Zip _____

Tour Car-Year & Model _____

Fri. 8/19 Tour: # Attending _____ Meet registration Fee - \$8.00

Sat. 8/20 Tour: # Attending _____ Non refundable.

Sat. 8/20 *Dinner: # Attending _____ Make checks payable to:

Steve King (#776)

629 W. Main St. Greenwood, Indiana 46142 Phone (317) 881-8303

**Dinner will be held at nearby restaurant.*

We will order from menu or have one set menu depending upon number attending.

Any excess after expenses will go to the '37-'38 Club.

HOST HOTEL

Salt Creek Inn, R.R. 2 Box 3, Nashville, Indiana 47448 Phone (812) 988-1149

Make reservations directly with the motel and mention the '37-'38 Buick Club to get these rates:

Thursday; 1 Queen Size Bed \$45 or 2 Double Beds \$50,

Friday & Saturday; 1 Queen Size Bed \$55 or 2 Double Beds \$65.

Rates are based on 2 persons per room. Add \$3 for each additional person over 16 years old.

Twenty rooms are being held until July 15, after which they will be released.

Reich Marshal Hermann Wilhelm Göring, the number two man in Nazi Germany and head of the Luftwaffe. Göring is about to enter his 1938 Buick Roadmaster Phaeton Model 80C. Note the sidemount, Reich Marshal flag, white uniform (while the other military personnel have dark uniforms) and white dagger in his right hand.

Göring's 1938 Buick

By Hal Durian (#818)

As I was sitting in front of my TV, I was not thinking about Buicks even though I own a '37 Roadmaster Phaeton Model 80C that's undergoing a very slow restoration. Instead, I was watching "Hitler's Henchmen"* about the evils of Nazi Germany.

One segment dealt with Hermann Göring, the obese head of Hitler's Air Force. Among other things, Göring was a dope addict and a

lover of art and owner of the fanciest uniforms in the Third Reich. It was with great surprise that I saw Göring being driven about in a black 1938 Roadmaster 80C four door convertible sedan. Buick exported 61 '38-80C's and this is one of them. There are two scenes showing Göring being driven in this car. It appears to be summer as the top is down and Göring is wearing his white uniform.



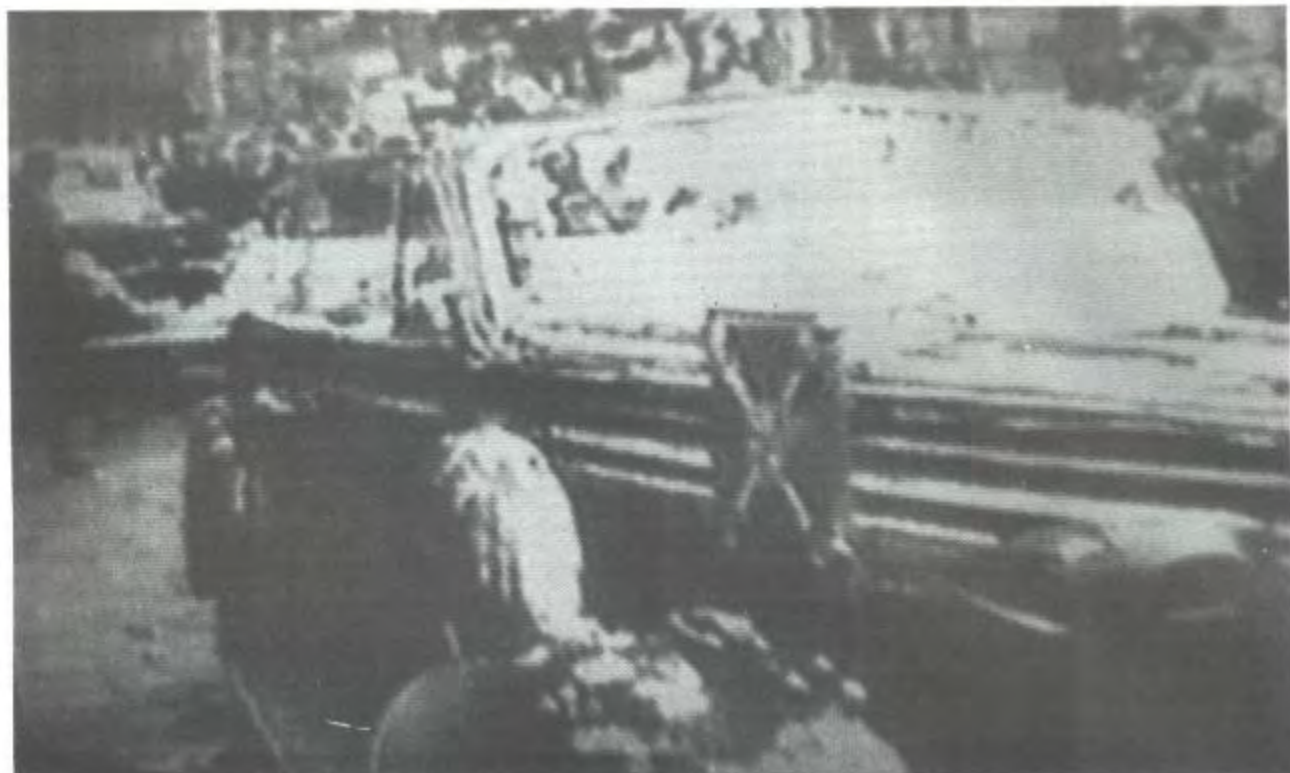
Göring's aides have opened the front and rear passenger side doors for him.



Goering enters the rear seat. Some Luftwaffe personnel in the background are taking pictures of him for their photo albums.



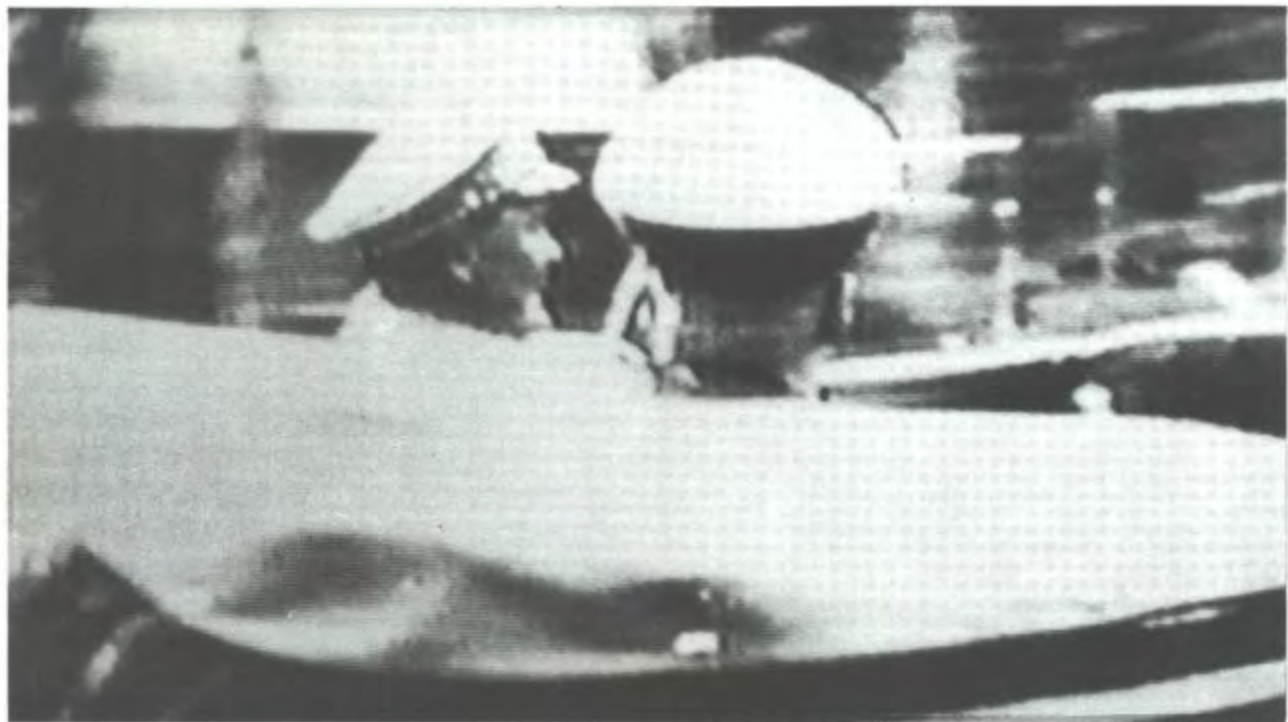
As his Buick pulls away, an airman salutes. Note the Buick bumper medallion. The license plate is WL 157908. The WL stands for Wehrmacht Luftwaffe or Armed Forces Air Force. Perhaps one of our members can look up this number in the archives and find out more about this unusual Buick.



As the car passes, we see the Reich Marshal's flag and right sidemount. Note the blackout cover over the headlight. This reduces the headlight's brightness to help prevent the car from being seen by enemy aircraft.



Göring and aide sitting in the back seat as the 80C drives by the cameraman. This sequence was probably shot using 16mm black and white film. Then it was transferred to video, I shot it in 35mm off of a TV screen and then half tones were made so it could be printed. That's why the photo's are not too clear!



Göring has just passed the cameraman. Note the tan boot that covers the folded top which rests in a compartment back of the rear seat. Most Buick tops were tan, but you could also order a black or blue-gray one. They were made of Haartz cloth, a rubberized cotton fabric.



As Göring leaves, note what appears to be European style turn signals by the drivers door, the spotlight and the Buick trunk medallion. I do not know what the four white squares by the taillight are. Any ideas?

Why would Hermann Göring, the number two Nazi and a German nationalist, be driven in an American made car? We know that Göring also had a stable of Mercedes Benz automobiles at his disposal. Does any member know what happened to this car? If so, please pass on this information to the Editor for inclusion in a future issue.

"Hitler's Henchmen", ©1991 by White Star, 121 Highway 36, West Long Branch, N.J. 07764. Phone (908) 229-2343 and (800) 458-5887. 55 min.

The Return of an Old Friend

By Wayne L. Chan (#140)



For people in or out of the hobby of old cars, the question is sometimes posed, why does one want an old car like that? In some instances, the vehicle is so unusual or exotic the question is silly. All of us aspire to owning items that are unique, priceless, associated with a period in history of particular interest, pure nostalgia, or all of the above. Some people delve more heavily in the buy, sell, or trade for profit motives, while others like mechanical projects. For whatever reason, the members of our club are 1937 & 1938 Buick enthusiasts.

My love for the 1937/38 Buicks dates back to about early 1942 when, at the age of about 3, I realized what a car was, and began to be able to identify cars that looked like our family car (i.e. other 1937 and 1938 Buicks).

Our car was a 1937 model 47 painted a

spring color combination, Corot Beige with red wheels. (The photo above is a proud Wayne Chan and his '37-48. Pictured below is a 1944 photo of the car and a key chain tag of its 1947 California license plate number. That's my favorite tricycle in the foreground. Note dual bells on the handlebar).

From that humble beginning, I went onto bigger and better things including being able to identify all Buicks and other makes from about 1928 to 1942. Our family car was a vehicle that I felt would never fail us.

My memories of our 1937 Buick are warm and happy. They begin with all the trips we made to San Francisco from our home in



Palo Alto (about 30 miles) before the freeway. All those little towns and their stoplights! What is in 1994 a forty minute trip, used to require an hour with sparse traffic. In 1943, we brought my new baby brother home from the hospital in the car.

And then there were the trips to Los Angeles in 1945, 1946, and 1947. We traveled via the coast route (about 400 miles each way) over many two and three lane roads, bypassing nary a town.....these were still the days before freeways. We often picnicked by the side of the road, drank fresh squeezed orange juice and/or lemonade at the often present "Giant Orange" stands.....25 cents for orange juice and 10 cents for lemonade. Burma Shave serial sign posts were often encountered in passing! We lived the summers of 1945 and 1946 in Pomona, California, where my father taught school for six weeks per summer.

We didn't live far from Route 66 on which we frequently journeyed to visit aunts, uncles, and cousins in Los Angeles. Parts of Route 66, especially between Pasadena and Los Angeles were limited access and were early attempts at constructing freeways. On V-J Day 1945,

we visited the Los Angeles Farmer's Market and were eating lunch when the news came that the Japanese had surrendered. I can still remember the pandemonium that followed.....our trip back to Pomona was memorable....., honking horns, confetti flying from open windows, and people hollering and dancing in the streets!

(In the photo above you'll see a 1938 instrument cluster I drew at age 8 after admiring some of the local Buicks. It's now framed and hangs proudly on the wall of my den where I keep my extensive model car collection).

I began kindergarten at Stanford Elementary School in the Fall of 1943. Dad would drop me off at school daily and then continue to his office. For those of you who don't know, Stanford University is referred to affectionately as "The Farm". The 1940s and 1950s are what I refer to now as the "Old Stanford". A sprawling Spanish style architecture campus with lots of room for everyone. My father used to park in just about any reasonable parking space close to his

office.....the campus police knew which automobiles belonged to whom and no citations were ever issued! Many Stanford faculty members drove 1937 or 1938 Buicks. These people included Professor Terman of Stanford-Binet fame who owned a 1938 46S painted in Corot Beige with red wheels. Professor Farnsworth of Psychology owned a black 1938 46S, while Professor Mears owned two 1938 Specials, a dark blue four door sedan and a gray coupe. Professor Twitty of Biology owned a 1938 model 81.

Our last long trip in our 1937 occurred over the Christmas holiday, 1947. We traveled to

Los Angeles to visit family. The old Buick took us faithfully again. On the way, we had the privilege of staying overnight at the Santa Maria Inn which to this day still exists and I believe has been the site of some old car meets involving some of our members. Soon after the New Year, 1948, we

arrived home. Shortly thereafter, dad took the car in for service. It was then that he learned that it needed new shocks and the engine probably was due for a complete overhaul, as by then, we were burning a quart of oil about every 300 miles.

On that fateful day, my dad found a younger 1940 Buick Super Club coupe (56S) to replace old faithful. When the news was broken to me, this 9 and 1/2 year old boy was excited—a new car! The reality didn't hit me until we had taken delivery of the 1940. It was at this point that I realized I probably would never see my old friend again (after 107,530 miles).....I literally grew up in this wonderful vehicle. After we "traded up", our old car was polished, detailed and placed out on the used car lot. Each and every time I saw the car, I wept inconsolably.

...*"I probably would never see my old friend again..."*



"It's nice to be able to open your garage and see it there, isn't it?"

After about one week, the 1937 was sold to a local lady who was a real estate agent. Fortunately, she worked in our town, so I could keep tabs on my old friend. Unfortunately, the new owner was not very careful with her new vehicle and soon, dented fenders and broken bumpers began to appear. After several years, I suspect the car went on to join Saint Peter. But the memory of the 1937 never died.

Fast forward to 1957.....I was about to embark upon my sophomore year in college, living at home, and in need of a "commuter car". Much to my surprise, I stumbled upon a 1937 model 41 in metallic gray in the used car lot of the local Chevrolet dealer. This car was in BEAUTIFUL condition with only 80,000 miles, a perfect body and interior which featured an uncracked steering wheel, and an engine that was whisper quiet. This car belonged to one of the Chevrolet mechanics who had traded this nice old Buick for a new Chevrolet pickup truck. I dearly wanted to purchase this old gem, but dad's wisdom prevailed (too old, no parts, etc.) and I settled eventually for a 1949 Olds "88", which wasn't so bad either!

Once again, hit the fast forward button.....the rest of the 1950's all of the 1960's were spent in school, postgraduate training, and serving a hitch in the USAF. It was 1974. I was now married and the father of one little girl and one young man was added in 1976. At last, I had some time, leisure, and money to play! I acquired two nice old cars, a 1950 Olds "88" and a 1941 Buick 41 SE. The Olds was a lovely 71,000 mile original car and the Buick was an even nicer, fully documented 88,000 mile car. As much as I enjoyed those cars, I never forgot my old friend, the 1937. I decided to sell both the Olds and the 1941 Buick in order to better pursue a 1937 or

1938 Buick. I barely missed purchasing a nice local, original 1938 model 41 which was painted a very familiar Corot Beige.....couldn't agree with its owner over the price as sometimes happens.

Finally, in June 1977, I purchased a 69,000 mile original 1937 model 48 from Spokane, Washington. I was really excited about owning a 1937 Buick for the first time, but bitterly disappointed when I finally saw what I had purchased. After forty years, this original car really needed a freshening. What followed was a thoroughly frustrating 4 and 1/2 year project that fell just short of a total frame-up restoration. And all I wanted was a nice driver! The maddening pursuit of parts and supplies, the false starts, people who promise more than they can deliver, and other antics have been well documented previously in the pages of the Torque Tube in years past, so I'll not belabor the readership. Suffice it to say that we finished the project in the garage of a neighbor and fellow hobbyist, George Ellis, to whom I own a debt of gratitude. The car was completed just in time for Christmas, 1981. At the time I stood in the garage admiring the car which had also been painted Corot Beige with red wheels, I realized that almost thirty four years had passed since I had last ridden in a 1937 Buick! As it turned out, when the car was disassembled for restoration, all parts were present and in wonderful condition. The engine was rebuilt with standard pistons, and the grill, bumpers, and nose piece were perfect. There was no rust and all body pieces were in excellent condition. The dashboard is still all original and about as nice as one will see. The window garnish moldings required only a "touch-up" by a local woodgraining expert.

In 1994, my old friend is just a nice "older restoration" or a solid "2". She isn't perfect, but is a very nice running vehicle capable of evoking a few "thumbs up" response from others. Another old car buff friend of mine best stated it: "It's nice to be able to open your garage and see it there, isn't it?". You bet! Each and every time I start the car and hear that familiar whine in low and second gears that only a straight eight Buick can emit, I fondly recall another time when life was much simpler, and I had only to worry about having fun. We were all about fifty years younger. ***For me, the 1937-1938 Buicks have always been an affair of the heart!***

BODY BY WILDANGER

By Harry Logan (#651)

One of the first houses in my hometown of Los Altos, California was built in 1905. The owner and his wife lived there until they died in the early 1970's. At that time their home was purchased by the city and has recently been restored. History House as it's called is furnished to look like a home in the 1930's and is now open to visitors.

History House had it's grand opening on Sunday April 10. Antique cars from the 20's and 30's were part of the display including my Century Coupe. Next to my car was a Model A woody

wagon with a body by Wildanger.

Ed Wildanger, the owner, turned out to be the son of Joseph Wildanger who operated a custom woody car body company in Red Bank, New Jersey.

Ed told me his father immigrated from Germany and opened his shop in 1922. Car manufacturers would ship the car minus the body to his shop. In 1940, Wildanger switched to making truck bodies, probably because car manufacturers began making their own woodies. Buick for example, started making woodies in 1940.



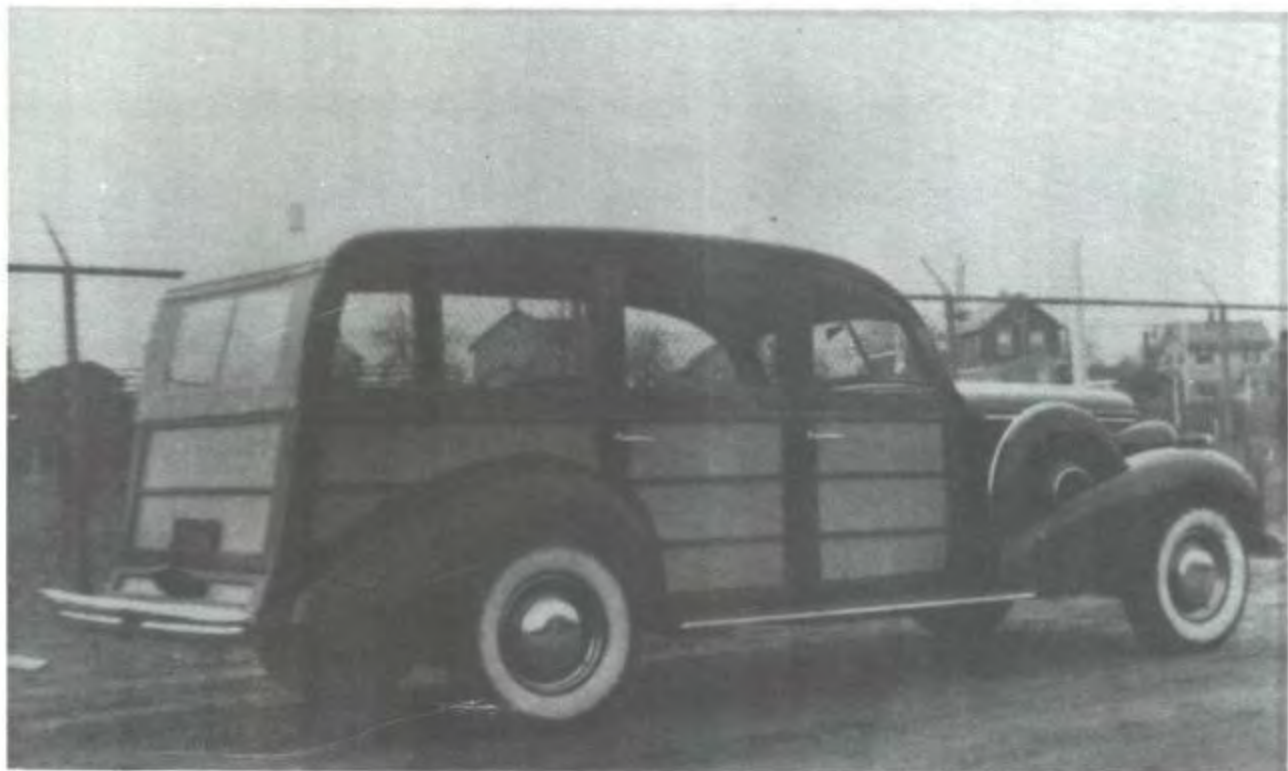
This red 1938 Century Wildanger Woody was restored in 1988 by noted car collector Fred Weber of St. Louis, MO. It was at the 1990 Buick National Meet. The last I heard it was for sale in Hemmings a couple of years ago.



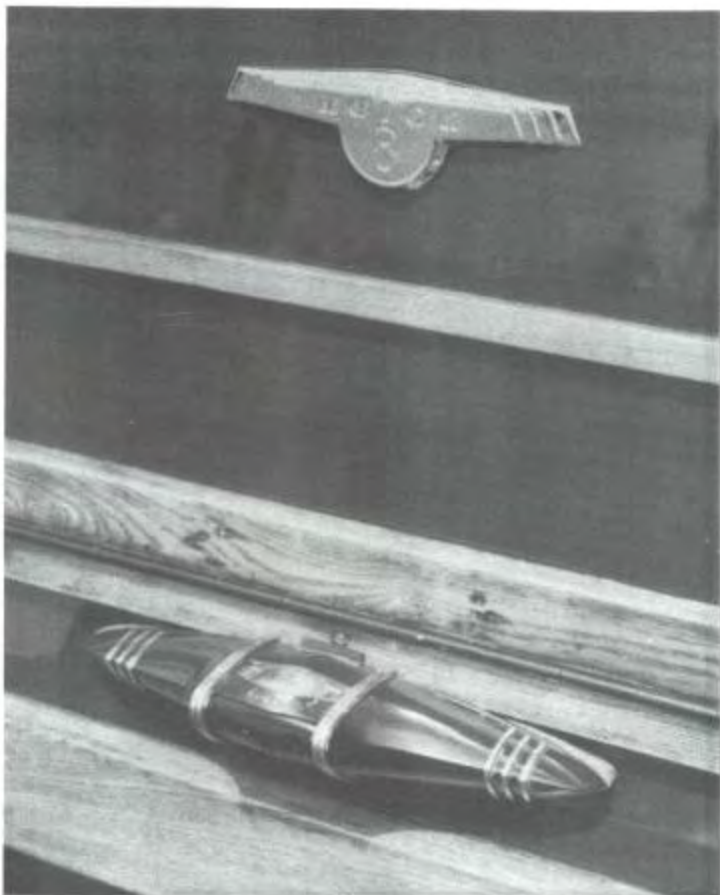
And here is the car in 1938 with it's new Wildanger body.



This green 1937 Special Wildanger Woody was featured in the September/October and January/February issues of the Torque Tube. It was ordered along with two others by Richard Corwin, a Brooklyn, New York Buick dealer for use at his summer home in Riverhead, Long Island. It was purchased from his grandson in 1977 and then restored. It was last seen for sale in Hershey, PA. last October.



Ed Wildanger believes this is the car in 1937. It looks like the same car except this car does not have the BUICK emblem on the sidemount cover, indicating it's a Roadmaster or Limited. Special and Centuries had this emblem. Note the upside down placement of the license plate light.

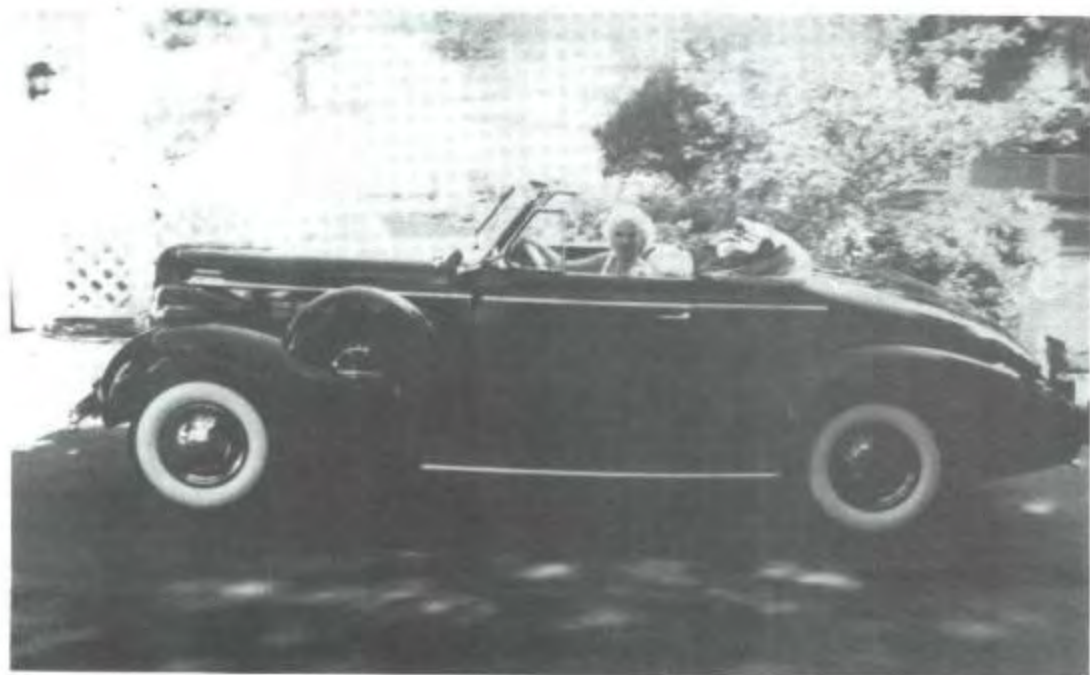


This shot of the restored car shows the filled in holes where the license plate was originally mounted. Someone has added a 1938 medallion. I'd remove it if it was my car.

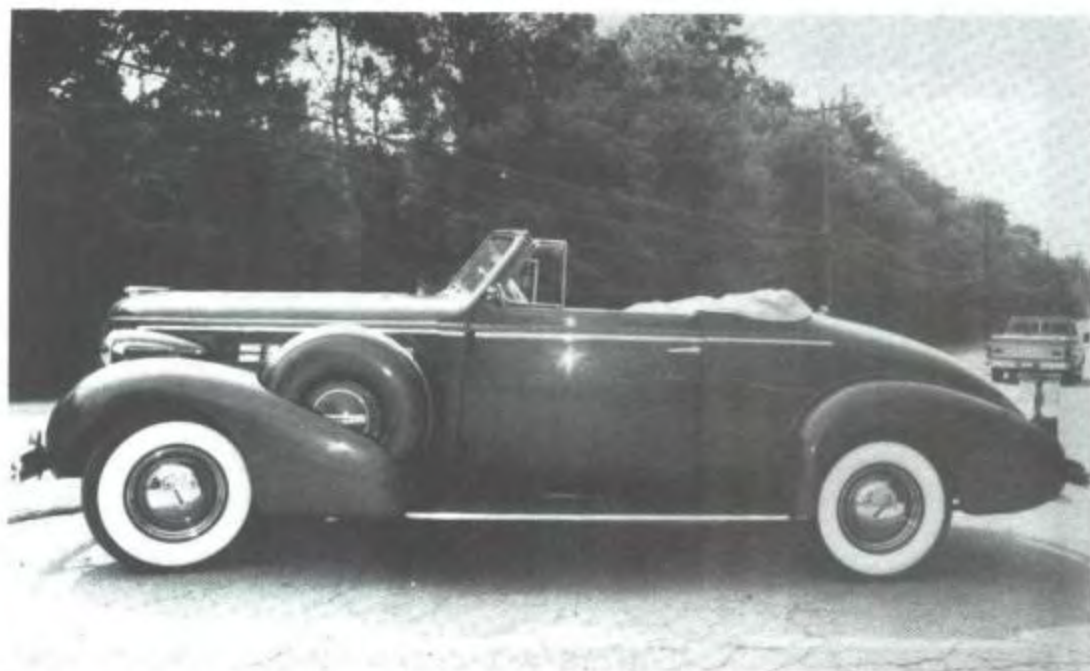




ISN'T THIS THE SEXIEST BUICK OF THE 1930's?



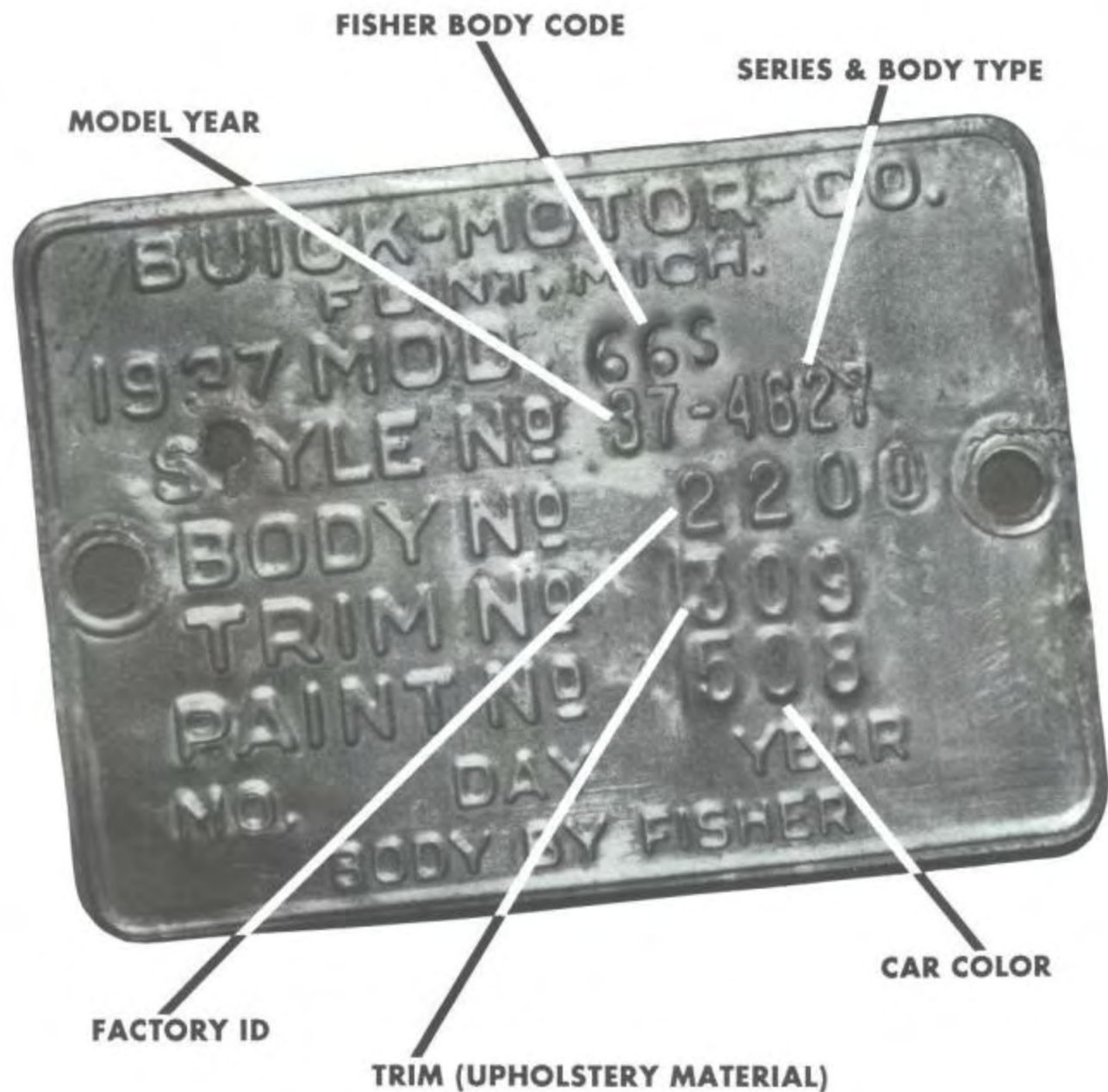
Gene Slusser and his wife own this beautiful 1937 Century Convertible Coupe Model 66C. The car won first place at a Buick National Meet in the early eighties. Gene says he's put about 2500 miles on it so it's no longer a show car. Gene and his wife live in Florida until May when they move back to their other home in New Hampshire.



Randy Dozier (#561) of Nashville, TN. owned this Sudan Blue 37-66C when it won first in it's class at the Cincinnati, Ohio Buick National Meet in 1990. Randy has since sold this car.

HOW TO READ YOUR BUICK'S FIREWALL ID TAG

By Harry Logan (#651)





SPECIAL

SERIES & BODY TYPE	FISHER BODY CODE	BODY TYPE
40C	4449	4 Door Convertible Sedan
41	4419	4 Door Trunk Back Sedan
44	4401	2 Door Plain Back Sedan
46	4427B	Business Coupe
46S	4467	Convertible Coupe
47	4409	4 Door Plain Back Sedan
48	4411	2 Door Trunk Back Sedan

CENTURY

60C	4649	4 Door Convertible Sedan
61	4619	4 Door Trunk Back Sedan
64 ('37 only)	4601	2 Door Plain Back Sedan
66C	4667	Convertible Coupe
66S	4627	Sport Coupe
67	4609	4 Door Plain Back Sedan
68	4611	2 Door Trunk Back Sedan

ROADMASTER

80C	4829	4 Door Convertible Sedan
81	4819	4 Door Trunk Back Sedan
81F	4819F	4 Door Formal Trunk Back Sedan
87	4809	4 Door Plain Back Sedan

LIMITED

90	4923	4 Door Trunk Back Sidemounted Sedan-8 Pass
90L	4933	4 Door Trunk Back Sidemounted Limo-8 Pass
91	4919	4 Door Trunk Back Sidemounted Sedan-6 Pass
91F	4919F	4 Door Trunk Back Sidemounted Limo-6 Pass

— QUIZ —

Self Scoring Quiz: Using these charts and the photo of the ID tag at the beginning of this article, determine the car's model year, body style, series, original body color and upholstery.

Answer: Yes! You are right this ID tag is from a 1937 Buick Century Sport Coupe Model 665 with Samarra Beige body color and Tan Bedford Cord upholstery.

TRIM COMBINATION CHART (UPHOLSTERY MATERIAL)

COMB. NO.	YEAR	MATERIAL	COMB. NO.	YEAR	MATERIAL	COMB. NO.	YEAR	MATERIAL
300	1937	Tan Bedford Cord	400	1938	Tan Bedford Cord	482	1938	Tan Bedford Cord & Green Leather
301	1937	Taupe Mohair Fabric	401	1938	Taupe Mohair Fabric	483	1938	Grey Bedford Cord & Blue Leather
302	1937	Black Leather	402	1938	Black Leather	484	1938	Tan Bedford Cord & Red Leather
303	1937	Tan Leather	403	1938	Tan Leather	485	1938	Tan Leather
304	1937	Grey Leather	404	1938	Grey Leather	486	1938	Grey Bedford Cord
305	1937	Green Leather	405	1938	Green Leather	487	1938	Tan Bedford Cord
306	1937	Blue Leather	406	1938	Blue Leather	497	1938	Grey Bedford Cord
307	1937	Red Leather	407	1938	Red Leather	498	1938	Tan Bedford Cord
308	1937	Grey Bedford Cord	408	1938	Grey Bedford Cord	499	1938	Grey Broadcloth
309	1937	Tan Bedford Cord	409	1938	Tan Bedford Cord	500	1938	Tan Broadcloth
310	1937	Taupe Mohair Fabric	410	1938	Taupe Mohair Fabric	501	1938	Black Leather
311	1937	Grey Bedford Cord	432	1938	Grey Bedford Cord	502	1938	Tan Leather
312	1937	Tan Bedford Cord	433	1938	Tan Bedford Cord	503	1938	Grey Leather
313	1937	Grey Broadcloth	434	1938	Grey Broadcloth	504	1938	Green Leather
314	1937	Tan Broadcloth	435	1938	Tan Broadcloth	505	1938	Blue Leather
315	1937	Taupe Mohair Fabric	436	1938	Black Leather	506	1938	Red Leather
316	1937	Black Leather	437	1938	Tan Leather	507	1938	Grey Bedford Cord
317	1937	Tan Leather	438	1938	Grey Leather	508	1938	Tan Bedford Cord
318	1937	Grey Leather	439	1938	Green Leather	509	1938	Grey Broadcloth
319	1937	Green Leather	440	1938	Blue Leather	510	1938	Tan Broadcloth
320	1937	Blue Leather	441	1938	Red Leather	511	1938	Black Leather
321	1937	Red Leather	443	1938	Tan Bedford Cord	512	1938	Tan Leather
322	1937	Grey Bedford Cord	444	1938	Black Leather	513	1938	Grey Leather
323	1937	Tan Bedford Cord	445	1938	Tan Leather	514	1938	Green Leather
324	1937	Grey Broadcloth	446	1938	Grey Leather	515	1938	Blue Leather
325	1937	Tan Broadcloth	447	1938	Green Leather	516	1938	Red Leather
326	1937	Black Leather	448	1938	Blue Leather	517	1938	Grey Bedford Cord
327	1937	Tan Leather	449	1938	Red Leather	518	1938	Tan Bedford Cord
328	1937	Grey Leather	450	1938	Cloth and Black Leather	519	1938	Grey Broadcloth
329	1937	Green Leather	451	1938	Cloth and Tan Leather	520	1938	Tan Broadcloth
330	1937	Blue Leather	452	1938	Cloth and Grey Leather	521	1938	Black Leather
331	1937	Red Leather	453	1938	Cloth and Green Leather	522	1938	Tan Leather
332	1937	Grey Bedford Cord	454	1938	Cloth and Blue Leather	523	1938	Grey Leather
333	1937	Tan Bedford Cord	455	1938	Cloth and Red Leather	524	1938	Green Leather
334	1937	Grey Broadcloth	456	1938	Tan Bedford Cord	640	1938	Blue Leather
335	1937	Tan Broadcloth	457	1938	Black Leather	641	1938	Red Leather
336	1937	Black Leather	458	1938	Tan Leather			
337	1937	Tan Leather	459	1938	Grey Leather			
338	1937	Brown Novelty Cloth	460	1938	Green Leather			
339	1937	Grey Leather	461	1938	Blue Leather			
340	1937	Green Leather	462	1938	Red Leather			
341	1937	Blue Leather	463	1938	Cloth and Black Leather			
342	1937	Red Leather	464	1938	Cloth and Tan Leather			
343	1937	Tan Bedford Cord	465	1938	Cloth and Grey Leather			
344	1937	Black Leather	466	1938	Cloth and Green Leather			
345	1937	Tan Leather	467	1938	Cloth and Blue Leather			
346	1937	Grey Leather	468	1938	Cloth and Red Leather			
347	1937	Green Leather	469	1938	Tan Bedford Cord			
348	1937	Blue Leather	470	1938	Grey Bedford Cord			
349	1937	Red Leather	471	1938	Tan Broadcloth			
350	1937	Tan Bedford Cord	472	1938	Grey Broadcloth			
351	1937	Grey Bedford Cord	473	1938	Black Leather			
352	1937	Tan Bedford Cord	474	1938	Tan Leather			
353	1937	Grey Bedford Cord	475	1938	Grey Leather			
354	1937	Tan Broadcloth	476	1938	Green Leather			
355	1937	Grey Broadcloth	477	1938	Blue Leather			
356	1937	Black Leather	478	1938	Red Leather			
357	1937	Tan Leather	479	1938	Grey Bedford Cord & Black Leather			
358	1937	Grey Leather	480	1938	Tan Bedford Cord & Tan Leather			
359	1937	Green Leather	481	1938	Grey Bedford Cord & Grey Leather			
360	1937	Blue Leather						
361	1937	Red Leather						

CAR BODY COLOR

1937	1938
501	Chancellor Blue
502	Coronary Green
503	Sandringham Maroon
504	Sudan Blue Poly
505	Wellington Gray Poly
506	Windsor Gray Poly
507	Ottawa Blue Poly
508	Samarra Beige Poly
509	Bengal Brown Poly
510	Hampton Gray Poly
511	Balmoral Green Poly
515	Black
516	Gainsborough Blue
517	Van Gogh Green
518	Titian Maroon
519	Botticelli Blue Poly
520	Whistler Gray Poly
521	Homer Gray Poly
522	Corot Beige
523	Van Dyck Brown Poly
524	Raphael Green Poly

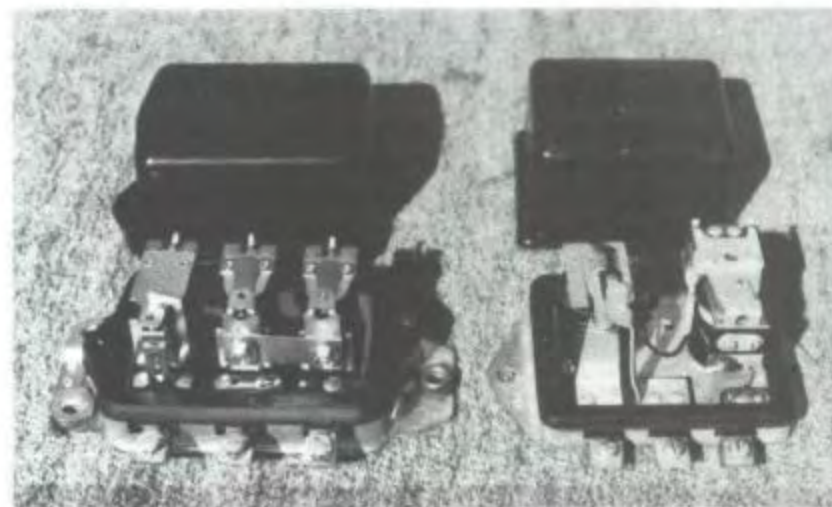
Technical TIPS

USING 1940'S GENERATORS ON 1937 & 1938 BUICKS

By Harry Logan (#651)

In 1940 Buick switched to a physically larger, higher current output generator and a new voltage regulator unit. I have seen many 1937 and 1938 Buicks with the larger '40's style generators,

probably because they are easier to find and have a higher current output. In the side-by-side comparison photo below the larger '40's generator is on the left with the '37/'38 generator on the right.



The 1937/1938 voltage regulator unit (right) had a cutout relay and a voltage regulator. The 1940 voltage regulator unit (left) also had a cutout relay, voltage regulator plus a current regulator. You cannot mix regulator units and generators. A '40's style generator must use the larger 3 relay

regulator unit to work properly. 1937 and 1938 Generators are identical on all series except for the size of the pulley width and diameter.

The 1937 generator is held in place at the front by the motor support and at the rear by an angle bracket. 1938 and 1940 generators are

supported by a one piece mounting bracket. So if you choose to use a 1940's generator on a 1938, you will need to use the wider '40's mounting bracket which will bolt right on a '38. You could add a spacer to your '38 bracket to accept the longer '40's generator, but this makes it more noticeable.

Buick probably changed to the higher output charging system in 1940 because that is when they switched to sealed beam headlights. My 1938 Century had the '40's charging system using a '42 big series generator when I bought it. I brought it back to the stock 1938 charging system. I cannot say one system is better than the other as I have not noticed any difference. How-

ever, I have the stock headlights. If, like many members, I had sealed beams on my '38, I might have noticed brighter headlights with the '40's charging system.

As far as loosing judging points, I doubt that any judge would even notice that you had a '40's charging system. But for the sharp eyed, the easiest way to tell is to look at the size of the voltage regulator. The smaller ones are stock for 1937 and 1938 Buicks. 1937-1938 voltage regulators will bolt right on to the firewall. But if you use the larger 1940's regulator, you can use one of the two original tapped firewall mounting holes but will need to add a second hole. So, beware of mixing your charging components.

THE DIFFERENCE BETWEEN '37 & '38 STARTERS

By Harry Logan (#651)

Both of these are **727-W Big Series Starters**. The only difference between them is that the 1937 Starter (top) has a tapped hole for a bolt to connect a ground strap. The other end of the short strap bolted to the frame. This was needed to improve the ground on the 1937 Buicks. The 1937 battery was under the passenger seat and the ground terminal was connected by a strap to the frame.

Because the frame was riveted together, there was some resistance (*Ohms*) between the frame ground point and the starter's case. Grounding the starter to the frame using a strap was supposed to get maximum current to the starter.

My 1937 Century would start OK when it was cold, but not when it was hot.

At **RBR Electronics**, Ron told me to replace the normal ground strap with a 56" (1.42 meters) ground strap from the battery's negative terminal to the grounding bolt on the starter. This made a big improvement in hot starting.

Ron also says to make sure you have heavy double 0 cable running from the positive side of the battery to the starter. He says you can buy this heavy cable at a welding supply store and add the connectors.

RBR repairs, rebuilds and re-manufactures starters and generators. I've had several done there and they look and work well.



They're address is:
RBR Electronics
460 East 319th St.
Willowick, Ohio 44095
(216) 585-7178



Parts

FOR SALE

- Parting out 1937 Specials, Limited and 1938 Century. The following is just a portion of the parts available.

- 1937 parts:

Radio, complete.....	\$125.
Heater, complete.....	\$ 75.
Fender lights.....	\$ 65. pair
Clocks.....	\$ 20.
Sharks tooth grille guard.....	\$ 65.
Trunk lights.....	\$ 40.
Tail lights with lenses.....	\$ 60. pair
Flat back trunk lid.....	\$ 50.
Hump back trunk lid.....	\$ 35.
918A generator, rebuilt.....	\$125.
Roadmaster splash pans.....	\$ 50.
Roadmaster sidemount covers.....	\$350.
Limited left sidemount cover, no stainless trim.....	\$ 75.
80-90 sidemount fenders, complete, no rust.....	\$400.
Limited rim.....	\$ 30.
80-90 Stainless dash strips.....	\$ 10. each
Large Series transmission mount.....	\$ 20.
Limited front shocks, spindles, drums, brake hardware and one A-frame.....	\$100.

- 1938 Parts:

Fender lights.....	\$ 75. pair
Trunk emblem, no dents.....	\$ 40.
Defroster ducts.....	\$15. pair
Sedan Trunk Handle.....	\$ 20.
Trunk lid.....	\$ 50.
Century rear end complete.....	\$250.
Century motor mounts, usable.....	\$ 50.
320 motor complete with flywheel and clutch.....	\$250.
Large Series air cleaner.....	\$ 50.

- 1937-1938 Special Parts:

Splash pans.....	\$ 25. pair
Spark plug covers.....	\$ 20.
King pin set.....	\$ 20.
Rebabbited rods.....	\$ 15. each
Rear motor mounts.....	\$ 20. pair
Headlight switches.....	\$ 20.
Sidemount lock with key.....	\$ 25.

EDITORS NOTE

If it's easier for you to place a Phone Ad, just call and dictate it to me. Or you can now Fax me at the same number. My number is (415) 941-4587 day or evening or leave it on my answering machine if I'm not home.



(continued from page 23)

• 1937-1938 40 & 60 Parts:

Front vent window frames & mechanism.....	\$ 25. each
NOS front shocks.....	\$125. pair
Wiper transmissions.....	\$ 50. pair
Trunk hold up arms.....	\$ 20.
Sun visors.....	\$ 15. each
Steering sectors from steering gear box.....	\$ 35.
Bumper arms.....	\$ 15. each
Bumpers, front or back.....	\$ 25.
Trunk hinges.....	\$ 50. pair
Rear fender gravel guards.....	\$ 15. each

All parts plus shipping

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN 55316
(612) 427-3460

NEW Members

Terry Carkhuff (#1055)
2580 Lynwood Ln.
Pueblo, CO. 81005
38-41

Charles Greenly (#1056)
No. 2 Purdue Ct.
Longmont, CO. 80503
37-61

Mark Sperling (#1057)
7217 Hwy 66
Rowlett, TX 75088
38-46

William Andrews (#1058)
1801 Wildwood St.
Wilson, N.C. 27897
37-61

Bill Wiseman (#1059)
P.O. Box 848
Marion, N.C. 28752
37-46C

Antonio Morales (#1060)
620 W. 63rd Drive
Hialeah, FL 33012
37-41

Al Bell (#1061)
124 E. Colby St.
Whitehall, MI. 49461

Christian Simon (#1062)
235 Baslerstrasse
CH-4123 Allschwil
Switzerland

Joseph Bowles Jr. (#612) *
6908 Bellaire Dr.
New Orleans, LA. 70124
37-61

*Former Member Rejoining



Parts

FOR SALE

• 1937 & 1938:

- 1937 Hood ornament\$20.
- 1937 Center stainless steel nose strip.....\$20.
- 1937 Door Handles.....\$10.
- 1938 Color Sales brochure.
Covers all models.....\$75.

Jim Kloster
716 16 Avenue NW
Mandan,
North Dakota 58554

• 1937 and 1938 Buick Parts:

Parting out a dozen Specials and Centurys. Phone with your needs.

Red Praetorius
3043 Rt. 32
Saugerties, N.Y. 12477
(near Kingston, N.Y.)
(914) 246-9930

• 1938 Special 4 Door Trunk Back Sedan Model 41

I am modernizing this car with a 1966 Buick Nailhead and associated parts. Is there someone local that needs a truck full of parts? My Buick is a low mileage original. I want to sell the following parts as a package deal.

Make me an offer.

- Engine with new fuel pump, water pump, ignition, hoses, belts clutch and throwout bearing. Flywheel surfaced.
- Battery, working radio, working heater and heater control.
- Transmission (quiet), driveshaft and rear end.
- Rebuilt & resleeved master cylinder
- New wheel cylinders, flex hoses, drums lightly turned.
- Rebuilt front suspension
- Instrument panel. All gauges work
- Steering column, steering wheel and steering gear box
- Three rusty original wheels with bad tires
- Four very nice original wheels with pinstripes, beauty rings, hubcaps and wide whitewall tires
- Clutch and brake pedal assemblies
- Add-on turn signal kit
- Car cover and storage bag
- Horns, headlight switch, cigarette lighter, throttle knob

Michael Arnestad
5320 S. Asotin St.
Tacoma, WA. 98408-4241
(206) 472-5514

Parts FOR SALE



• PARTS FROM A 1937 CENTURY MODEL 61

Complete set of four doors.....	\$ 75. each
Two rear fenders.....	\$150. each
Two trunk lids.....	\$100. each
Grill shell.....	\$250.
Complete hood damaged on the very front end.....	\$175.
Two steering sectors.....	\$ 10.
Almost complete front end w/front frame section.....	\$100.
Wooden front seat frame and back springs.....	\$ 20.
Steering wheel core.....	\$ 35.
Two big series water pump cores.....	\$ 25. each
Complete engine.....	\$200.
Rear end.....	\$200.
Engine splash pans.....	\$150.
Thermostat housing (rough).....	\$ 5.
Vacuum windshield wiper motor.....	\$ 5.
Clutch release arm.....	\$ 2.
Three throwout bearing collars.....	\$ 5.
Instrument cluster with gauges.....	\$ 50.
Front splash pan that mounts below radiator.....	\$ 20.
Four bladed fan.....	\$ 5.
918F generator core.....	\$ 20.
Three rear shocks.....	\$ 10. each
Rocker arm assembly.....	\$ 20.
Three headlight buckets.....	\$ 30. each
Two headlight reflector mounting assemblies.....	\$ 5. each
Chrome side cover.....	\$ 20.
Chrome valve cover.....	\$ 20.
Distributor.....	\$ 20.
Oil filler cap.....	\$ 1.
Dip stick.....	\$ 1.
Various ash trays.....	\$ 1. each
Old style chrome gas cap.....	\$ 1.
Several 15" Buick wheels.....	\$ 10. each

• PARTS FROM A 1937 ROADMASTER

Front fenders (not welled).....	\$100. each
Grill shell.....	\$250.
Hood.....	\$300.
Rear doors, rusty bottoms.....	\$ 40. each

I have sold my '37 and am cleaning out my parts. All parts are plus shipping or I might deliver. I will give significant discounts to those who will buy multiple items. I would sell the entire lot for half price or less.

Randy Underwood (#871)
703 Maria St.
Springdale, AR. 72762-5115
(501) 751-1064

• **1938 BUICK PARTS:**

Convertible front door wing vent pot metal (rechromed).....	\$350. set
Front muffler Clamp NOS.....	\$ 20.
Headlight switch knob (original good plastic).....	\$ 10.
Coupe trunk handle.....	\$ 45.
Clock.....	\$ 25.
Headlight ring.....	\$ 20.
Portable 6 volt trouble light.....	\$ 25.
Tail lights with lenses.....	\$ 85. set
Parking light pot metal (good condition).....	\$100. set
Front center sharks tooth bumper guard.....	\$ 50.
Rear axles (Century or Special).....	\$ 50. set
Used fuel pump for Big Series cars.....	\$ 25.
Carburetor Rebuild kit for Big Series cars.....	\$ 20.
Hydraulic lifters, cam, rocker assembly, push rods etc for Big Series cars.....	\$200.
Center stainless hood strip for a Limited.....	\$ 80.

• **Complete front end rebuilding kit for a 40-60 Series Buick.**

(includes NOS king pins and bushings, upper knuckle threaded pins and threaded bushings, lower control arm shafts and threaded bushings and lower knuckle threaded pins).....\$275. set

All prices plus shipping. Call between 5:30 PM and 9:30 PM EST.

Monday to Friday. Anytime on Saturday or Sunday.

David Bylsma (#117)

7802 Chevalier Ct.

Severn, MD 21144

(410) 551-7236

Cars FOR SALE

• **1938 Buick Special Four Door Sedan Model 41**

Restoration started. Needs completion. Main body and frame metal work and paint are completed. Vehicle is disassembled. Needs Completion.

Ed Hallahan

5 Parkway

Warwick, N.Y. 10990

Day (914) 986-7378

Eve (914) 986-0471

• **1938 Roadmaster Phaeton Model 80C**

With Sidemounts. Same as Hermann Göring's car.

Car is complete but needs a total restoration.\$15,000.

Red Praetorius

3043 Rt. 32

Saugerties, N.Y. 12477

(914) 246-9930

• **1938 Buick Special Sedan**

Without sidemounts.

Engine rebuilt 3 years ago, body excellent, good chrome, seats need recovering.....\$4,900.

Mike Holscher

(503) 692-6644

Tualatin, Oregon

Two 1938 Cars FOR SALE



1938 Buick Special Four Door Sedan Model 41 with sidemounts.

This car is mostly complete, but needs a total restoration.

In the same family for the last 45 years.

\$3,250.



1938 Buick Century Four Door Sedan Model 61 with sidemounts

Black, wide whitewalls, fog lights, cosmetics have been nicely redone.

Car is strong mechanically, a real eye catcher.

\$25,000.

For information on both of these cars, contract:

Clifton Hill

13700 Hwy 177

Shawnee, Oklahoma 74801

(405) 275-5877

Cars W A N T E D

• 1938 Buick 4 Door Sedan

In number 2 or better condition. Driver. Either a Special or Century.

Jack Vance (#1053)

4167 N. Santa Paula

Tucson, AZ. 85746 (800) 528-7080 (602) 883-4636

Parts W A N T E D

• 1938 SPECIAL ENGINE WANTED

Rebuilt or in good running condition.

Dwight Hylton (#847)

2346 W. Jewett St.

San Diego, CA. 92111

(619) 576-9020

'37-'38 Buick Rubber Parts

- ★ Windshield Rubber
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- ★ Quarter Window
- ★ Door Weatherstrip
- ★ Suspension Rubber
- ★ Rebuild Motor Mount

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Perfectly Recast STEERING WHEELS

1936 Thru 1947
\$2.00 for Brochure
Must
Specify year

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J.B. Donaldson Co.

2533 W. Cypress Phoenix, Arizona 85009



Matley Woodgraining Service
3119 S.E. Spyglass Dr.
Vancouver, Washington 98684
(206) 254-1944



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TO
1953

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1937-38 All Models
Black or Brown
FF-378.....\$175.

DOOR WEATHERSEAL-SPONGE
Glue-in.....DW-378.....\$1.70 ft.
Clip-in.....DW-80.....\$3.40 ft.

DOOR BOTTOM SEAL
Clip Type.....DW-369.....\$1.80 ft

TRUNK SEAL-SEDANS, 1/2" Wide;
Ser. 80-90.....TW-371.....\$31.50
Sedans, 3/4" Wide;
Ser. 40-60.....TW-371S.....\$31.50

TRUNK SEAL For COUPES, 9/16" X 1"
Sponge.....TL-369.....\$2.00 ft.

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Black.....CB-343BK.....\$5.50 ea.
Brown.....CB-343BN.....\$5.50 ea.
Series 80-90.....CB-32BK.....\$7.50 ea.
Brown.....CB-32BN.....\$8.50 ea.

PEDAL FLOOR SEALS; All Models
.....FS-375.....\$12.50 pr.

1937 ONLY! ACCELERATOR PEDALS Series
40-60 Back.....AP-37BK.....\$27.00
Brown.....AP-37BN.....\$29.00

SHIFT BOOT, 1937-38 Series 40 Only!
Black.....SB-348BK.....\$ 9.50
Brown.....SB-348BN.....\$10.50

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Left Hand THREADS.....TE-371L.....\$27.00
Right Hand THREADS.....TE-371R.....\$27.00

FUEL PUMP KITS ;Series 40,FK-24.....\$25.00
Series 60-80-90 (Diaphragm Assy. Req.)
.....FK-116.....\$28.00

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STROMBERG.....CK-37XS \$26.00

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TBK-343.....\$26.00

1937 Ser. 40-60 Front Door VENT Window
REGULATORS.....VWR-37.....\$65. pr.

SUNVISOR BRACKETS For 40-50-60 Closed
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ARM RESTS (door) METAL BRACKET and
SPONGE, not covered.....\$27. ea.

VISOR "VANITY" MIRROR, VM-379.....\$25. ea.

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AUTOMOBILIA
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1937-1938 BUICK

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